

VALUE PRICING PROJECT QUARTERLY REPORTS

April- June 2006

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CONVERTING HOV LANES TO HOT LANES

CALIFORNIA: HOT Lanes on I-15 in San Diego

San Diego's HOT Lanes were originally approved as part of the FHWA's Congestion Pricing Pilot Program in ISTEA-1991. The first implementation effort consisted of collecting tolls via monthly permits with a decal in the window (July 1997); subsequently, the FasTrak™ pricing program was implemented in April 1998. Under this program, customers in single-occupant vehicles (SOVs) pay a toll each time they use the Interstate 15 HOV lanes. The unique feature of this program is that tolls vary dynamically with the level of congestion on the HOV lanes. Fees can vary in 25-cent increments as often as every six minutes to help maintain free-flow traffic conditions on the HOV lanes. Motorists are informed of the toll rate changes through variable message signs located in advance of the entry points. The normal toll varies between \$0.50 and \$4.00. During very congested periods, the toll can be as high as \$8.00. Pricing is based on maintaining a LOS "C" for the HOT facility.

On average, approximately 75 percent of the weekday daily traffic using the HOT lanes are HOVs with two or more occupants, and 25 percent are paying SOV/FasTrak customers. I-15 toll revenues range between \$1.3 to \$2.2 million per fiscal year (July 1st to June 30th) and pay for operation of express transit (bus) service in the I-15 corridor, enforcement on the HOV lanes by the California Highway Patrol (CHP), and maintenance and operation of the electronic toll collection (ETC) system and Customer Service Center, by TransCore.

SANDAG has conducted extensive outreach to measure public response to the value pricing concept. These efforts have revealed broad support for managed/HOT lanes. Equity was not perceived to be a major obstacle to implementing pricing on HOT lanes in the San Diego region.

Study Completed 2002: The original study was funded under the Congestion Pricing Pilot Program. The project site URL at <http://argo.sandag.org/fastrak/index.html> includes links to numerous reports.

For More Information Contact: Derek Toups, San Diego Association of Governments; Phone (619) 699-1907, e-mail dto@sandag.org.

CALIFORNIA: I-680 SMART Carpool Lanes in Alameda County

The Alameda County Congestion Management Agency in collaboration with Santa Clara Valley Transportation Authority, Caltrans, and the Metropolitan Transportation Commission previously examined options for the I-680 corridor and the feasibility study is complete. It concluded that the proposal to utilize the planned high-occupancy vehicle (HOV) lanes on Interstate 680 as high-occupancy toll (HOT) lanes is financially, operationally, and physically feasible. Environmental advocacy groups, business and labor organizations, and the metropolitan planning organization, Metropolitan Transportation Commission supports the project. Initial work on pr AB 2032, the authorizing legislation required to implement this project, becomes effective January 1, 2005. A consultant was retained to begin systems engineering for the project. Preliminary engineering began using local funds. The VPPP grant will provide \$714,000 in federal value pricing funds for preliminary engineering and environmental clearance to convert the southbound HOV lane that opened in 2002 to a combined HOT facility on a 14-mile segment of I-680 in Alameda County, CA. The I-680 corridor connects employees in Southern Alameda County and the Silicon Valley with homes in the Tri-Valley, East Contra Costa County and the San Joaquin Valley. The project will use innovative design, technology and enforcement elements.

Pre-Implementation Funds Awarded: 2002
Date: 2007

Phase II Anticipated Completion

April - June 2006 Update: The Systems Engineering Management Plan Guidelines were completed and submitted to FHWA for review. The comments will be incorporated in the final document and will be transmitted to FHWA along with the system requirements. Caltrans commented on the 35% design. Work began on 65% design. Selected a public education and marketing consultant. Issued a Request For Proposals for project controls and delivery. Completed revisions to revenue estimates based on 24/7 hours of operation and monitoring the mixed flow lanes. Construction is scheduled for the end of 2007.

For More Information Contact: Jean Hart, Deputy Director, Alameda County Congestion Management Agency; telephone (510) 836-2560, fax (510) 836-2185, email jhart@accma.ca.gov.

CALIFORNIA: HOT Lanes on I- 880 in Alameda County

Interstate 880 is a major congested freeway in Alameda County. It has one high-occupancy vehicle (HOV) lane plus three contiguous mixed flow lanes in each direction for approximately 17 miles, from just south of Oakland to Fremont. This corridor has the highest volume of truck traffic in the region. It connects the Port of Oakland and Oakland International Airport with high technology companies in Santa Clara and southern Alameda counties and with goods distribution centers to the east. A study was done to determine whether excess capacity does exist, whether there is a market among potential users, and how to address the physical and operational issues associated with such a plan. Study results indicated that, while excess capacity exists, it is not sufficiently high to make local officials comfortable that additional priced vehicles could be accommodated. Also, the demand by light duty commercial vehicles was perceived as modest, and the California Highway Patrol expressed strong reservations about its ability to conduct effective enforcement.

Study complete.

For More Information Contact: Jean Hart, Deputy Director, Alameda County Congestion Management Agency; telephone (510) 836-2560, fax (510) 836-2185, email jhart@accma.ca.gov

COLORADO: HOT Lanes on I-25/US 36 in Denver-Implementation

A regional study of the feasibility of HOT lanes in Denver concluded that the I-25/US 36 corridor was the most feasible location for a pilot demonstration of HOT lanes. The I-25 Bus/HOV lanes, also known as Downtown Express lanes, consist of a two-lane barrier-separated reversible facility in the median of I-25 between downtown Denver and 70th Avenue, a distance of 6.6 miles. The lanes are used by southbound traffic from 5:00 am to 10:00 am, and by northbound traffic from noon to 3:00 am.

The proposed value pricing program would manage and partially alleviate severe congestion during the peak periods, as well as yield greater utilization of the I-25 HOV lanes. The plan would convert the Downtown Express HOV facility into a HOT lane facility, serving additional trips and optimizing the use of the facility. This HOT lane facility would feature pre-set variable pricing of single-occupant vehicles (SOV). Toll-paying SOVs would be excluded from access to the facility if SOV access were found to depreciate the level of service for HOVs and buses. In 2002 & 2003, CDOT received \$2,800,000 toward its request for \$4 million in Federal funds for implementation of the project. The HOT lanes would be the first demonstration in the United States of value pricing directly into and out of a large central business district, with multiple ingress and egress.

Implementation Funds Awarded: 2002 ***Anticipated Opening Date:*** June 2, 2006

April – July 2006 Update: Full implementation of the HOT Lane conversion on I-25 began on June 2, 2006. You can find additional project information at the new implementation website: <http://www.dot.state.co.us/CTE/ExpressLanes/index.cfm>

For More Information Contact:, Colorado Department of Transportation, 2000 S. Holly St., Denver, CO 80222; phone 720-497-6954; e-mail

FLORIDA: HOT Lanes on I-95 in Miami-Dade County

This project will conduct an investment grade traffic and revenue study, market research, outreach efforts, and development of monitoring and evaluation plans. FDOT already funded a preliminary feasibility study.

A proposed new lane would be added in I-95's median. A moveable zipper barrier would permit multiple lane configurations of between two and three HOT lanes in the peak direction. The additional lanes would use the two existing HOV lanes. The HOT lanes would allow multiple ingress and egress points.

FDOT hopes to carry out this project via a public-private partnership. A private firm or consortium would be selected to design, finance, build, and operate the HOT lanes. FDOT would make use of a non-profit corporation to run the facilities and issue the toll revenue bonds. FDOT would not permit a non-compete clause in the public-private partnership agreement.

The overall project, which includes new ramps and several minor improvements to the mixed flow lanes, would provide a 20 percent increase in peak hour, peak direction capacity without having to widen I-95. The project's estimated benefits, in terms of travel time savings and reduced vehicle operating costs, are \$3.77 billion and the cost is about \$600 million. This produces a very impressive benefit-cost ratio in excess of 6.0.

In November 2004, FDOT received additional funds to conduct two additional focus groups, additional surveying for traffic and revenue forecasting in Broward County, and joint agency and educational outreach.

Implementation Funds Awarded: 2004 Anticipated Completion Date: 2007

April – June 2006 Update: A series of sensitivity tests were run to provide a measure of the sensitivity of transactions and revenue to changes in key study assumptions. The sensitivity tests were conducted at 2010, 2020 and 2030 year levels under preferred Alternatives 5 and 6 only. The sensitivity tests included the following conditions:

- Reduced Growth – Assumes decrease of 50 percent below base trip table growth;
- Reduced value of time – Assumes 25 percent reduction in base value of time; and
- Increased value of time - Assumes 25 percent increase in base base value of time.

The results of the sensitivity analysis will be compared to Alternative 5 and 6 base case conditions to calculate the net and percent transaction and revenue impacts under each of the sensitivity tests.

The PowerPoint materials used at the March 30, 2006 presentation were simplified for use during briefing sessions scheduled for various State, County and Community agencies. The simplified presentation was submitted to FDOT in June.

Initiated development of the final report document.

For More Information Contact: Kenneth Jeffries, Office of Planning FDOT, District 6, 305.470.6736 (phone) 305.470.6737 (fax) email: ken.jeffries@dot.state.fl.us

GEORGIA: HOT Lanes on I-75 in Atlanta

This study will examine the I-75 travel corridor in Atlanta to determine if value pricing in combination with Bus Rapid Transit (BRT) can improve the existing high levels of congestion. The I-75 facility is ranked among Atlanta's six most congested corridors. The study team will conduct public outreach and a traffic and revenue analysis for the corridor. The project will determine feasibility of implementation of value pricing concepts and Bus Rapid Transit on the I-75 corridor.

Implementation Funds Awarded: 2004 ***Anticipated Completion Date:*** 2006

Project Completed: : The final report became available on the SRTA website May 1, 2006 www.georgiatolls.com

For More Information Contact: David Weir, State Road and Tollway Authority, 404-893-6126 dweir@georgiatolls.com

GEORGIA: I-75 South HOT/Truck-Only Toll (TOT) Study in Atlanta

In 2004, Georgia State Road and Tollway Authority (SRTA) was awarded \$400,000 to study implementing HOV/bus rapid transit (BRT) in the I-75 corridor north of Atlanta. Building upon that study, this project will examine feasibility of incorporating high occupancy toll (HOT) and truck-only tolls (TOT) in combination with other strategies on I-75 south of Atlanta from I-285 to SR-16 to manage travel and optimize use of the facility. The I-75 facility is ranked among Atlanta's top six most congested facilities. The proposal includes elements to improve the travel demand model to address pricing of truck travel, and to conduct market research and other activities. This project has the potential to lead to implementation of value pricing concepts in the I-75 corridor in Atlanta, GA. A copy of the original proposal submitted is attached.

Pre-Implementation Study: Awarded January 2006

April - June Update: The Study team worked with the Georgia Department of Transportation and the Federal Highway Administration's Georgia Division Office to secure and encumber the funding made available in January. Draft requests for proposals were developed and SRTA is awaiting funding and process approvals.

Next Steps: Release a RFP for the study and give notice to proceed.

For More Information Contact: David Weir, State Road and Tollway Authority, 404-893-6126 dweir@georgiatolls.com

MINNESOTA: HOT Lanes on I-394 in Minneapolis

Minnesota implemented I-394 *MnPASS*, which converts the existing high occupancy vehicle (HOV) lane into the state's first high occupancy toll (HOT) lane. The lanes, which are dynamically priced, remain free to HOVs and motorcyclists during peak hours, and are free to all users in off-peak periods. The first phase of the project opened in May 2005.

The I-394 MnPass project goals are to:

- Improve the efficiency of I-394;
- Maintain free flow speeds for transit and carpools (50-55 mph) in the HOT lanes;
- Improve highway facilities and transit service in corridor with excess revenues;
- Use electronic toll collection using tags/transponders and readers; and,
- Employ new technologies such as dynamic pricing and in-vehicle electronic enforcement

The I-394 MnPass project has been the culmination of years of research and planning aimed toward the implementation of a value pricing demonstration project in Minnesota. Guiding this process was the I-394 Community Task Force, made up of local elected officials, citizens and community leaders. A comprehensive evaluation plan has been developed and is being implemented to thoroughly understand conditions and public attitudes before and during project operations. Preliminary performance data for I-394 MnPASS for the first six months of operation indicates the following:

Toll Trips per week (avg/max): 15,918/19,493

Revenue per week (avg/max): \$12,484/\$15,613

Average toll per trip: \$0.80

Pre –Implementation Funds Awarded: 2004 Anticipated Completion Date: 2007

April – June 2006 Update: Preliminary analysis has been conducted of park-and-ride facility utilization and an assessment of future service and needs. SRF Consulting has been retained to conduct preliminary design and engineering for lane and interchange improvements in the corridor. The Center for Changing Landscapes at the University of Minnesota has been hired to conduct community land use and urban design analysis. An RFP has been solicited for planning and analysis of transit advantages in the corridor. An award is expected by September 2006.

For More Information Contact: Ken Buckeye, Program Manager Value Pricing (651) 296-1606, e-mail: kenneth.buckeye@dot.state.mn.us

TEXAS: HOT Lanes on Two Radial Corridors in Houston (I-10 and US 290)

In January 1998, Houston's "QuickRide" pricing program was implemented on existing HOV lanes of I-10, also known as the Katy Freeway. It was implemented on US 290 in November 2000. The HOV lanes are reversible and restricted to vehicles with three or more persons during the peak hours of the peak periods. The pricing program allows a limited number of two-person carpools to buy into the lanes during the peak hours. Participating two-person carpool vehicles pay a \$2.00 per trip toll while vehicles with higher occupancies continue to travel free. Single-occupant vehicles are not allowed to use the HOV lanes. The QuickRide project is completely automated and no cash transactions are handled on the facility. Results from surveys conducted on I-10 indicate that the primary source of QuickRide participants is persons who formerly traveled in single-occupant vehicles on the regular lanes. Toll revenues from several hundred vehicles each day pay for all program operational costs.

Implementation Funds Awarded: 2000 Anticipated Completion Date: 2005

January – March 2006 Update: The development of the algorithm was completed. The fabrication and installation of pricing signs at the Park & Ride access points was completed. Communication issues were discovered and are being worked on. The system should be ready for testing by early next quarter.

Problems: Because of long procurement, installation, integration and testing times, full scale operation of off-peak SOV buy in (QR1) will be delayed until all necessary components are operational.

Reports and findings may be found at <http://houstonvaluepricing.tamu.edu/reports>.

For More Information Contact: David Fink, Transportation Operations Engineer, Texas Department of Transportation; Phone (713) 881-3063, dfink1@houstontranstar.org.

CORDON TOLLS

CALIFORNIA: Area Road Charging and Parking Pricing in San Francisco

The goal of this proposal will be to implement the first area-wide parking pricing pilot and lead to the first national implementation of an area-wide pricing pilot. The San Francisco County Transportation Authority and the San Francisco City/County Board of Commissioners have identical membership. In the AM peak, twelve major arterials and five major freeways serving the city experience level of service (LOS) F and in the PM peak the number of facilities at LOS F rises to twenty and seven respectively. The problem is exacerbated by double parking and people circling to locate parking. In order to address the problem, the City proposes a two-pronged approach: 1) implement priced parking at the metered spaces (this is already implemented at their city owned garage facilities); and 2) develop a plan to implement area road pricing within 2 years.

The study will educate citizens about congestion pricing in anticipation of the area road pricing pilot. Additionally work will be necessary to identify any socio-economic impacts and make plans to mitigate them; and to involve the public in order to identify the area/facilities to be priced and technology necessary to implement the area road pricing pilot. The study will also develop necessary before/after studies; model scenarios for use in decision-making; examine financial and economic benefits; and perform other related activities.

Pre-Implementation Study: Awarded January 2006 **Anticipated Completion Date:** 2008

April - June 2006 Update: Executed Cooperative Agreement

For More Information Contact: Tilly Chang, Deputy Director, San Francisco County Transportation Authority, tilly_chang@sfcta.org

FLORIDA: Cordon Pricing in Lee County

The Town of Fort Myers Beach in Lee County, Florida, is an island community with a heavy influx of visitors during the tourist seasons. Access to the Town is provided by road at two points of entry. Travel within the Town can be challenging, particularly during the winter tourist season. Due to the relatively small land area and environmental issues, options for additional roadways on the island are not practical. Further, due to limited right-of-way on the only non-local road on the island, and the high financial and social costs of obtaining additional right-of-way, significant widening is not considered practical. The Town is studying the feasibility of introducing a new variable toll at both approaches to the Town.

***Study Complete:** The Team completed Phase One of the project in 2002. Phase II implementation is on hold.*

October - December 2005 Update: The opposition to tolls coupled with the need for some type of Transportation Demand Management for the Town led to the development of a second value pricing option for the Town. The option is variably priced parking. While it does not reach as large a number of vehicles as tolling, it tends to target those trips that are most likely to convert to transit. The study team distributed the final version of the Traffic Demand Management Options and Finance Reports. The study team is working to implement the next phase of the project.

For More Information Contact: Damon Grant, Public Works Director, Fort Myers Beach, (239) 765-0202, damon@ci.fort-myers-beach.fl.us

FAIR LANES

CALIFORNIA: FAIR Lanes with Dynamic Ridesharing in Alameda County

This FAIR lanes study will focus on the congested Interstates 580 and 680 in Alameda County and will build upon the existing Interstate 680 value pricing study. The "Sunol Grade" portion of Interstate 680 is, by voter-approved ordinance, required to operate new value-priced carpool lanes. New carpool lanes are also planned for I-580. The FAIR lanes feasibility study will examine options in this integrated corridor, including FAIR lane connector ramps at the I-580/I-680 interchange near the Dublin-Pleasanton Bay Area Rapid Transit (BART) station. Complementary measures to increase public acceptability will be implemented in the study corridor. These will include "dynamic ridesharing" and priority parking for ridesharing users at participating BART stations. Dynamic ridesharing enables travelers to respond to pricing in flexible ways that traditional ridesharing and transit options do not. It uses web-based and telephone-based systems to allow users to find carpool partners on a "real-time" basis, close to the time that travel is needed. This new type of ridesharing is expected to be more readily acceptable in the Bay Area than elsewhere, because casual carpooling with strangers is already prevalent there, and this project would add some new security features. In addition to cost and time savings (due to free use of express lanes), dynamic ridesharing would be further facilitated with reserved premium parking spaces at participating BART stations, on-demand backup services, and in-station electronic information screens providing necessary details about individual ride matches.

Pre-implementation Funds Awarded: 2002 Anticipated Completion Date: May 2006

April - June 2006 Update: The study focused on limited eligibility fair lanes, which would provide credits for low-income travelers in the corridor. The study was completed in August 2005. The name of the study was changed to HOT/Credit (HOT/C) Lanes to better reflect the focus of the effort to provide credit for low income travelers in the general purpose congested lane to be used for the HOT/C lane. Overall, the study concluded the following: that HOT/C users reduce the speeds on the HOT lane; HOT revenues would be reduced and the credit rate has an effect on the HOT lane; more generous credit and easy eligibility leads to most adverse impact, but avoiding the negative impacts means that the credit rates would need to be negligible. HOT/C would be relatively inexpensive to implement if a HOT lane was already operational. Polling indicated that HOT/C was not well supported by the public. The CMA Board accepted the final report.

Dynamic Ridesharing: The pilot program ended on May 19, 2006. A final report was accepted by the CMA Board at their July meeting. The evaluation showed that 121 participants registered for RideNow and made 1,170 ride match requests that resulted in 140 ride matches. It was recommended that the RideNow program be simplified, that dynamic ridesharing programs could be more successful and cost effective if incorporated into regional ridesharing programs, and that high touch marketing strategies worked the best for this type of program.

For More Information Contact: Elizabeth Walukas, Senior Transportation Planner, Alameda County CMA; telephone (510) 836-2560 ext. 26, fax (510) 836-2185, email bwalukas@accma.ca.gov.

PRICED NEW LANES

CALIFORNIA: Express Lanes on State Route 91 in Orange County

The 91 Express Lanes opened in December 1995 as a four-lane toll facility in the median of a 10-mile section of one of the most heavily congested highways in the U.S, the Riverside / State 91 freeway. Toll revenues have been adequate to pay for construction and operating costs. The toll lanes are separated from the general purpose lanes by a painted buffer and plastic channelizers. In the toll schedule effective August 2005, tolls on the express lanes vary between \$1.10 and \$7.75, with the tolls set by time of day to reflect the level of congestion delay avoided in the adjacent free lanes, and to maintain free-flowing traffic conditions on the toll lanes. All vehicles must have a "FasTrak™" transponder to travel on the express lanes. Beginning in May 2003, vehicles with three or more occupants travel free except when traveling Eastbound, Monday through Friday between the hours of 4:00 p.m. and 6:00 p.m., when they pay 50 percent of the regular toll. This policy also applies to individuals on a motorcycle. Other toll discount offers are extended to zero-emission vehicles and vehicles with disabled person's license plates.

There were over 172,000 transponders in circulation at the end of fiscal year '05. During the fiscal year ending June 30th, the facility served over 12.7 million vehicles, averaging almost 35,000 vehicles per day, with approximately \$32.5 million in gross potential revenue. The Express Lanes carry over 40 percent of the total SR-91 traffic during heavily congested periods, even though they comprise only one-third of the total freeway capacity. This amounts to a 33 percent higher throughput per Express Lane, relative to the general-purpose lanes. The higher throughput occurs because freeway vehicle throughput under free flow conditions is significantly higher than when it is congested.

Study Complete: The project was completed in 2000. Study Results can be accessed at <http://ceenve.calpoly.edu/sullivan/sr91/sr91.htm>

April – June 2006 Update: For fiscal year '05, the OCTA Board of Directors approved \$2.5 million in toll revenues as seed funding to accelerate preliminary engineering and environmental documentation of an eastbound auxiliary lane project in the SR-91 corridor. When completed, this \$30 million project will open up a major eastbound traffic chokepoint near the Orange / Riverside county line.

In January 2006, the OCTA was awarded a \$588,000 grant through the FHWA for a dynamic pricing model and methodology for possible implementation on the 91 Express Lanes. In June 2006, OCTA received the notice that the amendment to the Transportation Improvement Plan (TIP) to include the value dynamic pricing project, and federal grant award was accepted. The project planning process has begun and will result in a soon to be released RFP.

For More Information Contact: Steven Schupak, Sr. Transportation Analyst, Toll Road & Motorist Services; (714) 560-5988; e-mail sschupak@octa.net

CALIFORNIA: Extension of I-15 HOT Lanes in San Diego

The I-15 HOT lanes (described in the previous section on “Converting HOV Lanes to HOT Lanes”) are being extended to create a 20-mile "Managed Lanes" facility in the median of Interstate 15 (I-15) between State Route 163 and State Route 78. When completed, there will be a four-lane facility in the median with a moveable barrier, multiple access points from the regular highway lanes, and direct access ramps for buses from five transit centers. A high frequency bus rapid transit (BRT) system is under development and will operate in the managed lanes. Seven pricing alternatives were considered. A preferred pricing alternative was selected which calls for dynamic tolling involving a skewed per mile rate, which would vary the toll based on actual congestion levels and distance traveled, derived from the entry and exit points to the lanes.

Pre-Implementation Study: *The study was completed* in 2002. The project site URL at <http://argo.sandag.org/fastrak/index.html> includes links to numerous reports.

January - March 2006 Update: Caltrans continues to make progress on the construction of the first stage of the I-15 Managed Lanes. The first stage managed lanes (adds eight miles directly abutting to the existing 8-mile reversible HOT lanes) are scheduled to open to traffic by January 2008. This period a draft Final Concept of Operations (ConOps) for the electronic toll collection system was prepared. Also, risks associated with the project were assigned risk potential and risk impact ratings and strategies were developed to mitigate, prevent, and control each risk. Finally, engineer's capital cost estimates for the I-15 ML toll system were updated in March.

For More Information Contact: Derek Toups, San Diego Association of Governments; Phone (619) 699-1907, e-mail dto@sandag.org.

CALIFORNIA: Implementation of Dynamic Pricing on SR 91 in Orange County

The California DOT previously received funding in the amount of \$314,762 to evaluate the performance of the facility following implementation. This is a distinct project to implement dynamic pricing on the facility. This project will implement dynamic pricing on the SR-91 facility, making it the second dynamically priced facility operating in the United States. Deployment of dynamic pricing optimizes facility capacity through the use of pricing. The primary elements of this project will include: an operational simulation to develop the dynamic pricing algorithm including preparation and testing; data collection; micro simulation; post testing and adjustments; installation of the network; software development; operational testing including offline testing, off-hour testing, and operational testing; monitoring and evaluation; and transition to operational status. This project will potentially lead to the implementation of dynamic pricing on SR-91; increase the knowledge base in the area of dynamic pricing applications; and provide transferability to other projects nationally. A copy of the original proposal submitted is attached.

Implementation Study Awarded: January 2006

April - June 2006 Update: Executed Cooperative Agreement and intent to include the projects in the Transportation Improvement Plan (TIP).

For More Information Contact: Steven Schupak, Sr. Transportation Analyst, Toll Road & Motorist Services; (714) 560-5988; e-mail sschupak@octa.net

CALIFORNIA: Vehicle Enforcement System on I-15 Managed Lanes in San Diego

SANDAG is studying the feasibility of applying state-of-the-art violation enforcement systems (VES) to improve accuracy in verifying vehicle passenger counts and enforcing SOV toll provisions of the future I-15 Managed Lanes (described above “Extension of I-15 HOT Lanes in San Diego”). Some aspects of the VES study are being developed concurrently with, and will be integrated into, the FasTrakTM electronic toll collection system for the I-15 Managed Lanes. Other more advanced approaches would require proof-of-concept testing which may be conducted on the existing barrier-separated reversible HOT lanes subsequent to the deployment of the I-15 Managed Lanes toll system in January 2008. The VES will utilize a combination of technology and business rules for the effective processing of HOT-lane violators.

Pre-Implementation Funds Awarded: 2005

Anticipated Completion Date: 2008

January - March 2006 Update: Technology Trade Studies were completed in January and a final *Enforcement Concepts and Technologies Report* released in February. A draft Enforcement Strategy Analysis was also prepared in February and will be completed next quarter.

Pre-Implementation Study: A project Web site has been established and copies of the project reports are now available at <http://www.sandag.org/index.asp?projectid=67&fuseaction=projects.detail>. Additional project reports will be posted as they become available.

For More Information Contact: Derek Toups, San Diego Association of Governments; Phone (619) 699-1907, e-mail dto@sandag.org.

CALIFORNIA: HOT Lanes in Median of State Route 1 in Santa Cruz County

A five-mile section of State Route 1 is proposed for widening. The facility is currently a four-lane divided freeway. The segment operates under severe congestion during weekday peak hours and extended periods on summer weekends. Within the study corridor limits there are seven interchanges. Five HOT lane alternatives were studied in detail, including: (1) one lane in each direction with barrier separation, no intermediate access; (2) one lane in each direction, with buffer separation, no intermediate access; (3) one lane in each direction with striped separation, 1 or 2 intermediate access points; (4) one lane in each direction with striped separation, continuous access; and (5) one reversible lane with barrier separation, no intermediate access. The results of the study indicated that HOT lanes in the study corridor would be subject to a number of design and operation constraints, due to the short study corridor, multiple interchanges on the adjacent main lanes, and anticipated high levels of HOV traffic. In June 2002, the Regional Transportation Commission voted not to include a HOT lane alternative in further consideration, however it did select a carpool lane alternative with a footprint that would allow conversion to a HOT lane at a future date, should demand warrant it.

Study Complete: The Final Report is available on the Santa Cruz County Regional Transportation Commission's website (<http://www.sccrtc.org/highway.html#hot>). There are no additional activities expected on this project.

For More Information Contact: Karena Pushnik, Santa Cruz County Regional Transportation Commission; tel: 831/460-3210; karena.pushnik@co.santa-cruz.ca.us.

COLORADO: Express Lane on C-470 in Denver

A feasibility study was recently completed which evaluated the design, operational and financial feasibility, and expected public acceptance of Express Lanes on the 26-mile C-470 beltway in the southwest part of the Denver metro area. The feasibility study was conducted in parallel with an Environmental Assessment investigating possible solutions to congestion and reliability problems on the roadway. C-470 is a four-lane beltway between I-70 and I-25 with 18 interchanges. Commuters are typically destined to the Denver Technological Center and adjacent offices, a regional employment hub with over 100,000 employees. The segments that do not currently experience severe congestion are all projected to experience such conditions by 2020. Future projected traffic volumes indicate that a phased implementation of added managed lanes may be viable. The concept being studied is a four lane barrier-separated facility in the median of four general purpose lanes, which would manage volumes in the Express Lanes by charging a variable toll to ensure reliable, free-flowing traffic conditions.

Study Complete: The C-470 Express Lanes Feasibility Study Final Report, June 2005 can be accessed through the FHWA Knowledge Exchange website at <http://knowledge.fhwa.dot.gov>

April – June 2006 Update: Refinements to the traffic and revenue forecasts and a detailed financial analysis indicate that approximately 100% of the capital costs could be covered by toll revenues after payment of annual O&M, debt service, and capital reserve fund. The study team optimized the traffic and revenue, trimmed capital costs, and considered alternative financial strategies to achieve this outcome. This alternative is now being considered in the EA along with a general-purpose lane capacity improvement and the no-action alternative.

The EA document was released for public review on February 28, 2006, and comments were accepted through April 30, 2006. The Colorado Department of Transportation and FHWA are currently reviewing comments and considering a decision on the EA. Go to www.c470.info for updated information.

For More Information Contact: Ron Buck, Colorado Department of Transportation; Phone 303-972-9112, ron.buck@dot.state.co.us

FLORIDA: Express Lanes on I-4 in Orlando, FL

Project funded in November 2004. This study will conduct public outreach for potential implementation of value pricing concepts on new “Xpress Lanes” on a 15.4-mile segment of I-4 in Orlando, FL. Florida DOT’s vision is to expand the “Xpress Lanes” concept throughout the entire Central Florida region.

Project Withdrawn: SAFETEA-LU included language that would severely limit opportunities to toll in the I-4 corridor.

For More Information Contact: Mark Robinson, Project Manager, Florida Department of Transportation, (386) 943-5727; mark.robinson@dot.state.fl.us

FLORIDA: Priced Queue Jumps in Lee County

This project follows on a \$309,280 grant provided in FY 2000 for a feasibility study of Queue Jumps in Lee County, Florida. The feasibility analysis indicated that while queue jumps did not appear to be a good candidate for traditional toll bond financing, they are nonetheless financially feasible. The analysis has shown favorable public acceptance. Lee County DOT and FDOT are experienced partners in efforts to introduce pricing. The final report and a Monitoring and Evaluation Plan are complete and available.

FY03 funds are for two separate Queue Jump projects: one at Summerlin Road and San Carlos Boulevard and one at Metro Parkway and Colonial Boulevard. Funds would pay for critical project development and design costs, as well as Electronic Toll Collection (ETC) and Visual Enforcement Systems. Costs for monitoring and evaluation efforts and outreach tasks are also included.

A Queue Jump is a facility that can be used to bypass points on the transportation network where congestion is particularly severe and occurs in a predictable pattern. Tolls would vary by time of day and would be levied electronically, and would be tied in with the County's existing ETC system. A significant characteristic of queue jumps is their ability to generate revenue for needed roadway improvements while simultaneously contributing to travel demand management.

Goals of this effort include traffic demand management using variable pricing; evaluation of various types of pricing programs; information on the impact of pricing at "point" locations; reduced emissions from reduced congestion; increased overall effectiveness of the County's existing variable pricing program; and fast-tracking of infrastructure improvements.

These funds would provide for the establishment of the first test of a value priced Queue Jump. Testing this concept and evaluating its effectiveness would provide very useful information for other areas considering priced Queue Jumps.

Implementation Funds Awarded: 2004

Anticipated Completion Date: 2007

April - June 2006 Update: Successfully completed Phase I of this project and design is underway at Colonial and Metro Parkway. As a first step, a user preference survey was conducted in September of 2005. The survey results were submitted in a report in October. Preliminary right-of-maps were submitted and the design team is studying various scenarios for frontage/access roads to develop a circulation plan for surrounding businesses/properties as part of the ongoing coordination with the City of Ft. Myers. The 2030 traffic model is being evaluated in conjunction with another Lee County project to develop design traffic for both projects. Phase I plans will be submitted once the traffic modeling is complete.

For More Information Contact: Sarah Clarke, Lee County Department of Transportation; Phone (239) 479-8718; sclarke@leegov.com

NORTH CAROLINA: HOT Lanes on I-40 in Raleigh/Piedmont

HOT lanes and other potential value pricing options are being explored on I-40 in North Carolina's Piedmont (Greensboro, High Point, and Winston-Salem) and Research Triangle (Raleigh and Durham) areas. I-40 is the principal east-west corridor for the southern half of the U.S. The highway segments in the Research Triangle area are seriously over-capacity. Due to continued employment and residential growth, the segments in the Piedmont Triad are showing signs of similar affects during peak period congestion.

Study Complete: The study was completed in October 2005 and the project team is working to finalize the report.

For Additional Information Contact: Rick Lakata, NCDOT; tel: 919/715-2464, e-mail: rjlakata@dot.state.nc.us.

OREGON: Express Toll Lanes on Highway 217 in Portland

The Highway 217 corridor, which connects I-5 to US 26, is the major north-south transportation route in the Washington County portion of the Portland metropolitan area. It runs through two major regional centers, connects the region's high tech centers, and serves one of the highest growth areas in the region. There is a need for additional capacity in the corridor. Value pricing options are being integrated into the mix of alternatives being evaluated and considered for implementation. A prior study, the Traffic Relief Options study, evaluated value pricing in the Portland metro area from a regional perspective and recommended that value pricing be considered whenever major new highway capacity is added. The current study will develop and evaluate several rush hour toll and ramp meter bypass alternatives in this corridor, including consideration of FAIR lanes among other value pricing approaches at ramp meters.

Study Complete 2005: Phase One and Two of the study were completed using Value Pricing funds. Study findings are available at <http://www.metro-region.org/article.cfm?articleid=3518>

For More Information Contact: Ms. Bridget Wieghart, Metro Project Manager Phone 503-797-1775; wieghartb@metro.dst.or.us.

TEXAS: I-35 Value Priced Express Lanes in Waco

TxDOT is evaluating managed lane options for the 94-mile portion of I-35 in Bell, Falls, McLennan and Hill Counties. While it is largely rural in nature, the segment is still very congested and there are no alternative parallel routes in the area. Trucks are a major component of traffic volumes using the I-35 corridor. I-35 is a major north-south NAFTA Corridor for the central portion of the nation. Even though some elements of NAFTA have not been fully implemented, trucks currently account for 25 to 30 percent of all traffic on this portion of I-35 making truck travel a major factor when considering traffic congestion issues. Currently, I-35 is typically comprised of two general-purpose lanes in each direction serving 50,000 to 90,000 vehicles daily, except that the Williamson County segment already has three general-purpose lanes in each direction. The concept for the study would be to convert one lane in each direction to a managed lane. This would reduce the need for costly construction, utilizing existing capacity more efficiently. The proposal will also study adding capacity and examine how value pricing can potentially be used as a tool for existing and future management of travel demand in the corridor and how alternative pricing strategies can be utilized. One consideration is to require all vehicles to be equipped with transponders to use the facility from the outset.

The proposal would potentially lead to implementation of a managed lanes approach as an alternative to construction in a congested corridor with limited alternatives. The original proposal submitted is attached.

Pre-Implementation Study: Awarded January 2006

April - June 2006 Update: Project will not move forward

For More Information Contact: Andy Petter, Texas Department of Transportation, (940) 322-1634 apetter@dot.state.tx.us

TEXAS: IH-10 Value Priced Express Lanes in San Antonio

This project will examine the use of value pricing on IH-10 on a 19-mile segment between IH-1604 and SH 46. The region anticipates a 68% increase in population over the next 30-years. In the two-year period from 1995 to 1997, the area experienced an increase of 42% in traffic between Texas and Mexico. Truck travel in the corridor is 80% higher than the next highest volume freight corridor in the region. The study will consider use of tolling for demand management and public acceptability of tolling; integrate value pricing with financial and mobility goals; and establish baseline travel characteristics for development of future monitoring and evaluation plans. The original proposal submitted is attached.

Pre-Implementation Study: Awarded January 2006

April – June 2006 Update: Cooperative Agreement executed.

For More Information Contact: Judy Friesenhan, Planning Engineer, Texas Department of Transportation; 210/615-5814; e-mail: jfrieese@dot.state.tx.us.

TEXAS: Loop 1 HOT Lane Enforcement and Operations in Austin

Loop 1, known as the Mopac Expressway is one of two major existing north-south controlled-access freeways in the Austin area. Austin has consistently been rated as the most congested U.S. city for its size according to the Texas Transportation Institute's annual Urban Mobility Study. The Loop 1 corridor extends from State Highway (SH) 45 in southern Travis County to Farm-to-Market (FM) 734 (Parmer Lane) in Northern Travis County. The expressway serves commuters from both the north and south areas of Austin accessing downtown, the State Capitol Complex and the University of Texas. The Loop 1 HOT lane is envisioned as a facility that will provide a high level of service and travel time advantages for express bus/BRT, vanpools and carpools while allowing paying Single Occupant Vehicles to use the lane. It is also envisioned that the HOT lane will be actively managed according to an operational plan that triggers changes in price in order to maintain free flow conditions for express bus/BRT. This study would develop an enforcement and operations strategy for this facility. The original proposal submitted is attached.

Pre-Implementation Study: Awarded January 2006

April – June 2006 Update: Cooperative Agreement executed.

For More Information Contact: Judy Friesenhan, Planning Engineer, Texas Department of Transportation; 210/615-5814; e-mail: jfrieese@dot.state.tx.us.

TEXAS: Managed Lanes on the LBJ Freeway in Dallas

The LBJ Freeway (I-635) is the major circumferential roadway in the Dallas region. The total length of the corridor is 21 miles. Traffic on certain portions of the LBJ Freeway is heavily congested for many hours of each day. The major attractors in this portion of the Dallas/Fort Worth region include regional malls, thriving business districts, and adjacent residential communities. Currently, the West Section facility consists of eight general-purpose lanes and one HOV lane in each direction. The facility may be upgraded with up to six managed lanes (three in each direction). The proposed lane configuration would vary – the West Section would have six managed lanes, the East Section from US-75 to I-30 would vary from having four managed lanes (two in each direction) to having two reversible lanes to I-30. The LBJ managed lane project design uses variable tolling to provide free-flowing traffic conditions and connections to transit centers to support Bus Rapid Transit (BRT). This project is being actively implemented as a “Comprehensive Development Agreement” (CDA) geared toward a concession approach.

Project Status: The LBJ did not receive direct Value Pricing Funds; however the project has established the authority to toll through the completed VPPP Regional Study initiated in 2002. Results of this effort can be found at

<http://www.nctcog.org/trans/mtp/valuepricing/index.asp>.

April - June 2006 Update: Four Developer teams sent Qualification Submittals and all four have been short-listed. The level of Local, State and Federal funding that has been identified for the project is \$475 million dollars. These funds will be combined with private developer debt and equity and other sources and will be structured as a concession. TxDOT has been undergoing due diligence in the form of securing additional financial support from the Stakeholders within the Region, Value Engineering to help reduce cost, exploring opportunities for increasing potential revenues and re-evaluating any additional Environmental Impacts caused by these enhancements. This has resulted in a project scope which makes the project more fiscally attractive to the private sector. The CDA was a solicited request for qualifications to Develop, Design, Construct, Finance, Maintain, and Operate the proposed Managed Lanes and the remaining elements of the facility. The base initial project would be along I-635 from US 75 heading west to I-35E and then southbound along I-35E to the I-35E/LP 12 split. The Region and TxDOT have developed Regional and Project specific Managed Lane policies to augment this effort.

A key aspect of the approved project is that the two sections of the EB and WB Managed Lanes form I-635 will be located below grade in some combination of U-Wall, Cantilevered, Straddle or Tunnel Segments to maintain TxDOT's and the regions commitment to “No Higher, No Wider” than what has been previously approved in the Public Involvement phase. TxDOT plans to Issue **Requests for Proposals** this fall once all due diligence activities are completed. Additional project information can be found at the project web site:

<http://www.635project.org>

For More Information Contact: John Hudspeth, P.E. CDA/Tollway Office; Phone 214/320-4490, jhudsp1@dot.state.tx.us

TEXAS: Managed Lanes on the Katy Freeway in Houston

Katy Freeway (IH 10), in the western portion of Houston, is a heavily congested urban interstate facility. The existing freeway is 23 miles long and consists of six general-purpose main lanes (three in each direction), with two-lane continuous one-way frontage roads in each direction for most of its length. Additionally, the freeway has a one-lane reversible high occupancy vehicle (HOV) lane between I-610 and State Highway 6, and one HOV lane in each direction between State Highway 6 and the Grand Parkway (State Highway 99). West Houston is one of the fastest growing areas in the Houston metropolitan region. Population and employment along the corridor is projected to increase by 40 percent in the near future, with population in certain portions of the corridor expected to grow by up to 130 percent. The freeway is proposed to be expanded to eight general-purpose lanes, four in each direction, with continuous three-lane frontage roads in each direction. In addition, in the center of the facility from I-610 west to State Highway 6, four HOT lanes are proposed, two in each direction. From State Highway 6 to the Grand Parkway, two HOT lanes are proposed, one in each direction. A re-evaluation of the FEIS was completed and made available to the public in January 2003. A press conference was held March 14, 2003 to formally sign a tri-party agreement.

Project Status: The Katy Freeway Managed Lanes project did not receive Value Pricing Funds, however the project established the authority to toll through the VP Program in 2002

April-June 2006 Update: Two sections of the Katy Freeway Reconstruction have been completed and with a Ribbon cutting ceremony being held in late June. The two sections are:

- ♦ SH 6 to west of Grand Parkway
- ♦ West of Grand Parkway to the Harris/Fort Bend County Line

The as construction continues on six of the nine sections of the roadway:

- ♦ IH 10/IH 610 (West Loop) interchange,
- ♦ East of Kirkwood to East of Beltway 8 this includes the BW 8 direct connectors
- ♦ East of Eldridge to East of Kirkwood
- ♦ East of Beltway 8 to East of Campbell
- ♦ East of Campbell to East of Silber
- ♦ West of SH 6 to East of Eldridge

To date, all sections under construction are still on or ahead of schedule. The last section to go for bid is located east of IH 610 and is still scheduled for letting in January 2007.

For More Information Contact: David Fink, Texas Department of Transportation; Phone (713) 881-3063, dfink1@houstontranstar.org.

TEXAS: Managed Lanes on I-30/Tom Landry in Dallas

This study is expected to lead to implementation of value pricing concepts on I-30 in Dallas-Ft. Worth, TX. The I-30 (Tom Landry) Freeway is currently undergoing a staged reconstruction process.

Pre-Implementation Funds Awarded: 2005

Anticipated Completion Date: 2008

January – March 2006 Update: This project was selected for FY 2005 VPPP funds in November 2004. Recently, the project development team finalized the lane designations for the I-30 managed lanes to be comprised of an expanded reversible facility. From downtown Dallas to the City of Arlington, the managed lane facility will have two reversible lanes before feeding a one lane concurrent section in Arlington heading toward Fort Worth.

The project will be phased in its implementation. Initially, 2 reversible HOV lanes will be constructed in the median to satisfy DFW's transportation control measures commitments in our Air Quality plan. Then the managed lane project will be constructed with slip ramps. Later, elevated wishbone (braided) ramps will be constructed for access to/from the managed lanes with nearby park-n-ride facility. A future direct connection access to and from Loop 12 will be constructed as funds become available. The project is being designed to accommodate a dual lane split declaration lane concept to facilitate and ease HOV and SOV operations in the tolling zone. We have attempted to convey the concept with an attachment document.

This project has a basis in its selection as a result of the completed "2005 Regional Value Pricing Corridor Evaluation and Feasibility Study". See this web link for details; the North Central Texas Council of Governments web site at <http://www.nctcog.org/trans/mtp/valuepricing/index.asp>.

In that regard, the planning and design team submitted a schematic and planning environmental document to support the managed lane project as described. The project is currently under FHWA's review. As approvals are obtained and the final design proceeds, the incorporation of the VPPP funds will be included in the process.

The region has just passed a 19 point Managed Lane policy. One of them states that vehicles with 2 people would pay a 50% discounted rate for peak period travel. At all other times, single and high occupancy vehicles would pay the same value priced rate.

Activities planned for the next quarter include refinement of the toll collection and enforcement mechanisms to feed the final design effort. This project is scheduled for letting in January of 2007. By that time implementation of the study to incorporate value pricing components and/or monitoring mechanisms will be in place when the project is open to traffic.

For More Information Contact: Matthew MacGregor, P.E., Texas Department of Transportation; CDA/Tollway Director Dallas District, Phone 214/319-6571, mmacgre@dot.state.tx.us.

TEXAS: Managed Lanes on I-35 in San Antonio

The San Antonio district of the Texas Department of Transportation (TxDOT) is evaluating managed lane options for a 15-mile section of the Northeast Corridor (I-35). Public involvement has been a key in developing the I-35 project to date. Pre-project studies have provided some guidance in developing managed lanes, including incorporation of value pricing. Although TxDOT is an existing partner with value pricing projects in Dallas and Houston, this is San Antonio's first VPPP grant.

The purpose of the project is to evaluate potential operating strategies, including value pricing, which could be used as tools to manage travel demand on I-35. Alternative pricing scenarios can be utilized to allow certain user groups into the managed lanes at different stages over the facility's life. The I-35 Managed Lanes study is expected to show congestion-reducing benefits on a 15-mile stretch of the Northeast Corridor.

Implementation of managed lanes is highly likely, as it is already part of the planned freeway expansion project. Plans for additional public input (via public meetings and individual stakeholder meetings) are planned.

Pre-Implementation Funds Awarded: 2003

Anticipated Completion Date: 2006

April - June 2006 Update: No update provided.

For More Information Contact: Judy Friesenhan, Planning Engineer, Texas Department of Transportation; 210/615-5814; e-mail: jfrieese@dot.state.tx.us.

WASHINGTON: HOT Lanes on SR 167 in the Puget Sound Region

The Puget Sound Regional Council of Washington State estimates that by 2030, 45% of the core freeway system in the Seattle metropolitan area will be congested. The State Route (SR) 167 High-Occupancy Toll (HOT) Lanes Pilot Project will convert the existing HOV lanes on SR 167 within King County/Seattle, Washington to HOT lanes, from Southwest 15th Street in Auburn to I-405 in Renton without expansion of the existing freeway. This four year pilot project will evaluate the ability of the HOT lane concept to manage congestion and generate revenue. During the four-year pilot, the facility's performance, socio-economic impacts, and public interest/acceptance of the facility will be assessed on an annual basis.

Visit the project website: <http://www.wsdot.wa.gov/Projects/SR167/HOTLanes/>

The project received FY 2005 VPPP funds in November 2004.

Pre-Implementation Funds Awarded: 2004

Implementation Funds Awarded: 2005

Anticipated Opening Date: 2008

Anticipated Pilot Completion: 2012

April – June 2006 Update: The first phase of the project was completed in April 2006 which includes 15% design, a Concept of Operations Plan and environmental documentation (Documented Category Exemption). The project is advancing into Phase 2 which includes writing the Request for Proposal for the tolling elements of the project and furthering the roadway design by completing 60 percent design, refinement of the access design and development of new signing for the civil portion of the project.

The tolling elements procurement document is scheduled for release at the end of July, 2006

For More Information Contact: Patty Rubstello, Project Manager, Washington State DOT, (425) 455-2720, rubstep@wsdot.wa.gov

PRICING ON TOLL FACILITIES

CALIFORNIA: Peak Pricing on the San Joaquin Hills Toll Road in Orange County

The San Joaquin Hills Toll Road (State Route 73) is 15 miles long and extends from Interstate 5 near San Juan Capistrano to Interstate 405 in Newport Beach. It provides an alternative to heavily congested portions of I-5 and I-405, two north-south freeways in the southern portion of the Los Angeles metropolitan area. It carries in excess of 2.3 million vehicles monthly (2.7 million annual average) on a six-lane facility. Currently the Toll Road is near capacity during peak periods. A small peak period premium of 25 cents was implemented at the mainline plaza in February 2002. This was increased to 50 cents in July 2005 and to 75 cents in July 2006. The premium is designed to reduce congestion and spread peak demand to shoulder and off-peak periods, while maintaining revenues at levels required to maintain the covenants on the Agency's revenue bonds.

Implementation Funds Awarded: 2001 Anticipated Completion Date: 2006

April - June 2006 Update: The SJHTCA Board of Directors, made up of elected officials within the area of benefit of the Corridor, approved in June 2006 a mainline peak period increase of 50 cents and an off-peak increase of 25 cents. The maximum toll on the corridor is currently at \$4.75.

For More Information Contact: David Lowe, San Joaquin Hills Transportation Corridor Agency; phone: 949-754-3488, lowe@sjhtca.com

FLORIDA: Bridge Pricing in Lee County

In August 1998, Lee County implemented a value pricing strategy on two toll bridges between the cities of Ft. Myers and Cape Coral. The project created a peak/off-peak pricing structure offering bridge users a discount toll during times before and after the peak traffic periods. Under the pricing plan, a 50 percent toll discount is provided for trips made during the half-hour period before the morning peak of 7:00-9:00 a.m. and in the 2-hour period following the morning peak. In the evening, the discount period is during the two hours before the evening peak of 4:00-6:30 p.m. and during the half hour after the peak. The program has been successful in inducing significant shifts in traffic out of the peak congestion period. Surveys indicate that over 71 percent of eligible motorists (i.e., those with vehicle transponders) shifted their time of travel at least once a week to obtain a toll discount amounting to just 25 cents.

***Study Complete:** This project was originally funded with Congestion Pricing Funds. Information on the project study results along with final reports can be accessed at the following website www.leewayinfo.com*

This successful Value Pricing Pilot Program (VPPP) project is still operating. There is nothing new to report.

For More Information Contact: Kris Cella, Cella & Associates, Inc.; Phone 239-337-1071; e-mail kcella@cella.cc or Chris Swenson, P.E., CRSPE, Inc.; Phone 239-573-7960; e-mail crs@crspe.com ; Scott Gilbertson, Director, Lee County Department of Transportation; Phone 239 479-8580; gilbersm@leegov.com

FLORIDA: Extension of Value Pricing to the Sanibel Bridge and Causeway

Currently, Lee County has one active value pricing project and has been successful in studying and implementing other types of value pricing projects since 2000. Lee County has received Value Pricing grant awards amounting to over \$2.3 million since FY 2000. This project will study lowering tolls prior to the morning peak and just after it, as well as studying a mid-morning toll differential. This project also offers a toll credit component for motorists willing to travel during off-peak hours. The original proposal is attached.

Implementation Study Awarded: January 2006

April – June 2006 Update: Cooperative Agreement executed.

For More Information Contact: Amelia Davies, Lee County Department of Transportation; Phone (239) 479-8718; adavies@leegov.com

FLORIDA: Variable Tolls along the Sawgrass Expressway in Broward County

In May 2003, Florida began a pilot project to combine Open Road Tolling and Value Pricing entitled *Sawgrass Expressway: A Study of New Technologies*. Open Road Tolling (ORT) utilizes electronic toll collection to create a tolled highway system free from toll plazas and delays. This technology has the potential to change the toll industry by improving customer service, lowering operating and maintenance costs, and providing potential savings in capital costs. Under ORT, toll roads would be open to everyone and completely transparent to customers. There would be no toll plazas, tollbooths, or lane restrictions. All traffic would operate at highway speeds, yet every vehicle would pay a toll. Toll collection would occur through equipment located on overhead gantries. Eliminating the toll plazas themselves and the merging and weaving that occur while entering and exiting the plazas enhances roadway capacity and safety. Customers with a transponder would already have a pre-paid account with the toll agency. The toll charge would be automatically debited from their accounts. Value Pricing could be utilized during heavily congested peak periods along the corridor.

Study Complete: The final report, *Sawgrass Expressway: Study of New Technologies* March 2005 will be available soon.

For More Information Contact: Randy Fox, AICP – Turnpike Planning Manager, Phone (407) 532-3999, E-mail: Randy.Fox@dot.state.fl.us

FLORIDA: Variable Tolls for Heavy Vehicles In Lee County

The on-going Variable Pricing Program in Lee County (see Bridge Pricing in Lee County) was restricted to light duty vehicles. This project expands the existing program to allow three plus axle vehicles to participate in the program and encourages them to travel during off-peak times. The program became operational in December 2003.

Study Complete: The project was implemented in December 2003. The monitoring and evaluation study was completed, February 2005. The Executive Summary and Table of Contents can be accessed on the Highway Community Exchange Website at:
<http://knowledge.fhwa.dot.gov/cops/hcx.nsf/384aefcefc48229e85256a71004b24e0/0aa49a654a697d2c85256db9004db2aa?OpenDocument>

For More Information Contact: Kris Cella, Cella & Associates, Inc.; Phone 239-337-1071; e-mail kcella@cella.cc or Chris Swenson, P.E., CRSPE, Inc.; Phone 239-573-7960; e-mail crs@crspe.com ; Scott Gilbertson, Director, Lee County Department of Transportation; Phone 239 479-8580; gilbersm@leegov.com

FLORIDA: Pricing Options on the Florida Turnpike in Miami-Dade County

The Florida Turnpike Enterprise recently completed a study of the feasibility of implementing value pricing on a 21-mile section of the Homestead Extension of Florida's Turnpike (HEFT) in Southwest Miami-Dade County. The facility can be divided into two unique and distinct segments. The southern segment extends from SR 874 to SR 836. It is approximately eight miles long and includes four interchanges. The northern segment extends from SR 836 to I-75. It is approximately 13 miles long and includes six interchanges. For the southern segment, the study recommended widening the HEFT from six to eight lanes in the short-term. The long-term recommendation (by 2010) was to add two reversible, elevated, value-priced Express Lanes. The recommendation for the northern segment was to widen from four to six lanes in the short-term. The long-term recommendation was to add an additional four value-priced express lanes at ground level by 2015.

Study Complete: A final report and executive summary is available on FHWA's Community of Practice website at

<http://knowledge.fhwa.dot.gov/cops/hcx.nsf/home?openform&Group=Value%20Pricing&tab=REFERENCEBYALPHA> , click on the project name.

ILLINOIS: Illinois Tollway Value Pricing Pilot Study

A value pricing pilot project is being conducted on the Illinois State Toll Highway Authority (Illinois Tollway) system. The Illinois Tollway operates 274 miles of interstate tollways in twelve counties in northern Illinois including the Chicago suburban area. The eastern portion of the I-88 Ronald Reagan Memorial Tollway (formerly the East-West Tollway) from Illinois 31 to the Tri-State Tollway (I-294) a distance of 23 miles is the section chosen for the pilot project study. Phase 1 was designed as a basic feasibility study and evaluation of possible value pricing options. This included identification of alternative pricing strategies, extensive market research, and traffic and socioeconomic impact analysis.

Pre-Implementation Funds Awarded 2003: Variable pricing was introduced in January 2005. The Tollway is now evaluating the impacts of the new toll rate structure.

Anticipated Completion Date: September 2006

April- June 2006 Update: The Illinois Tollway approved a comprehensive ten year Congestion-Relief Plan on September 30, 2004. This plan includes a toll rate structure that incorporates some of the value pricing concepts included in this study. The new toll rates went into effect January 1, 2005. The original idea of this study was to test a value pricing strategy on a portion of the system on a pilot basis. This possible pilot test has in effect been replaced by a system-wide implementation of a limited value pricing approach. A summary of the new toll rate structure is as follows. For passenger car users the structure provides a strong incentive for participation in the electronic toll collection program which is called I-PASS on the Illinois Tollway. Passenger car users of I-PASS received no toll increase while cash payers had the tolls doubled. Time of day pricing was instituted for commercial vehicles. All commercial vehicles traveling overnight (10 pm to 6 am) receive a discount on tolls. Commercial vehicles using I-PASS traveling off-peak on weekdays and on weekends also receive a discount.

Results of the analysis were presented in a poster session at the Transportation Research Board Annual Meeting in January. The last phase of the project which is to produce a final report is underway.

For More Information Contact: Eugene Ryan, Wilbur Smith Associates, phone: (630) 434-8111 eryan@wilbursmith.com; or Dean Mentjes, Mobility Engineer, FHWA, phone: (217) 492-4631 dean.mentjes@fhwa.dot.gov.

NEW JERSEY: Variable Tolls on the New Jersey Turnpike

The New Jersey Turnpike Authority operates a 148-mile facility with 28 interchanges. It is one of the most heavily traveled roadways in the country with average daily trips exceeding 500,000 vehicles. The Turnpike's variable pricing program began in the fall of 2000. The program provides for tolls that are about twelve percent higher during peak traffic hours than during off-peak periods for users of the electronic toll collection system. The price differential is scheduled to increase in a phased manner over several years.

The introduction of variable tolls has improved traffic flow and provided associated air pollution and energy consumption benefits. Preliminary data show that value pricing is working to shift traffic out of the peak period. Most of the recent growth in traffic on the Turnpike has been in the off-peak hours, with total traffic up by around seven percent, but morning peak traffic up by only six percent and afternoon peak traffic up by only four percent. The proportion of daily Turnpike traffic accounted for by the morning peak dropped from 14 percent to 13.8 percent, and the afternoon peak's share of traffic decreased from 14.7 percent to 14.3 percent. However, these changes need to be studied carefully before drawing any conclusions related to the impact of value pricing program.

Study Complete: The Evaluation Study of the New Jersey Transit Authority's Time of Day Pricing Initiative final report was completed in May 2005. The final report can be accessed on the FHWA Highway Community Exchange site at:
<http://knowledge.fhwa.dot.gov/cops/hcx.nsf/384aefcefc48229e85256a71004b24e0/ba2414ce1eac182685256dc500674090?OpenDocument>

For More Information Contact: Kaan Ozbay, Ph.D., University Principal Investigator, Rutgers University; phone 732/445-2792; fax 732/445-0577; email kaan@rci.rutgers.edu.

NEW JERSEY: Variable Tolls on Port Authority Interstate Vehicle Crossings

The Port Authority of New York and New Jersey (PANYNJ) adopted a variable toll strategy for users of the electronic toll collection system (E-ZPass) in March 2001. The Port Authority provides a 20 percent (\$1.00) discount for off-peak tolls on its bridges and tunnels crossing the Hudson River between New York and New Jersey. Peak toll rates are effective on weekdays from 6-9 a.m. and 4-7 p.m., as well as on weekends from 12 Noon to 8 p.m. An estimated 125.2 million vehicles used the tunnels and bridges in 2002, and approximately 62 million interstate bus passengers use the interstate crossings annually.

The data indicates that 35 out of 505 (representing 6.93% of individuals and 7.4% of car trips) individuals changed behavior after the Time of Day Pricing Initiative. The analyses indicate that users responded in a combination of ways to the new toll schedule. This includes: Decreased travel by car + increased use of transit (2.6%); Increased use of transit + increased / start carpooling (1.8%); Decreased number of trips during peak and increased during off peak (1.5%); Decreased number of trips during both peak and off peak (1.3%); and Increased use of public transportation + switched to E-ZPass (1.2%)

The analyses conducted using a data set collected for another purpose for the PANYNJ indicate that among E-ZPass users who are aware of the off-peak discount program, 16% had changed their travel schedules to enjoy the off-peak discounts. This represents 7.68% of the E-ZPass users and 5.33% of the total number of users. The data also suggest that carriers are responsive to receivers' desires in terms of delivery times. 93% of the carriers that indicated they cannot change delivery times, cited receivers' opposition as the key factor. The project team will corroborate these findings using a survey targeting commercial carriers.

Study Complete. The Evaluation Study of the Port Authority of New York and New Jersey's Time of Day Pricing Initiative final report was completed in March 2005. The final report can be accessed on the FHAW Highway Community Exchange website at: <http://knowledge.fhwa.dot.gov/cops/hcx.nsf/384aefcefc48229e85256a71004b24e0/f28934ff571ff3c685256db10063e81b?OpenDocument>

For More Information Contact:

José Holguín-Veras, Ph.D., P.E., Associate Professor, Rensselaer Polytechnic Institute; 110 8th Street Building JEC 4030, Troy NY 12180-3590; e-mail: jhv@rpi.edu or Mark F. Muriello, Assistant Director, Tunnels Bridges and Terminals Department, The Port Authority of New York and New Jersey, One Madison Avenue – 5th Floor, New York, NY 10010, e-mail: mmuriello@panynj.gov

NEW JERSEY: Express Bus/HOT Lane Study for the Lincoln Tunnel

The Port Authority of New York and New Jersey (PANYNJ) is advancing this project designed to assess the feasibility of pricing a new managed lane application intended to connect the New Jersey Turnpike and New Jersey highways to the Lincoln Tunnel and the Port Authority Bus Terminal in Midtown Manhattan.

On weekdays from 6-10 a.m., the PANYNJ currently operates a 2.5-mile eastbound contra-flow Exclusive Bus Lane (XBL) along the westbound Route 495 approach to the Lincoln Tunnel from the New Jersey highway interchanges. The XBL carries approximately 1700 buses and 62,000 passengers each morning to Midtown Manhattan, saving about 15-20 minutes in travel time as compared to the regular travel lanes bus passengers. Since the XBL has reached its capacity, the PANYNJ is assessing the physical and operational feasibility of adding a second XBL to the Route 495 corridor on weekday mornings.

The project will assess options of pricing the excess capacity of a second Bus Lane in a High-Occupancy Toll (HOT) Lane application. The objective of this project is to determine whether value pricing might be used to allow non-bus traffic to use the excess capacity of a potential second Exclusive Bus Lane on NJ Route 495 leading to the Lincoln Tunnel and Midtown Manhattan. This study will consider whether pricing is an appropriate mechanism to manage the demand of non-bus traffic wishing to take advantage of the reliability and the improved service levels on a new bus lane. A second phase of this study will provide an assessment of potential commercial vehicle applications in a new managed lane during non-peak commuting hours. The concept that will be explored is the potential to use the existence of a separated managed lane and pricing to allow small trucks to take advantage of travel time and reliability advantages that such a lane would offer. It has been a long-standing objective of the PANYNJ to find more reliable and efficient service standards to small package and local delivery trucks serving Midtown Manhattan.

The major benefit of this study is in the increased service level for buses through more reliable travel times. This enhanced service would meet increased demand for buses and may potentially increase bus ridership.

Pre-Implementation Funds Awarded: 2004 Anticipated Completion Date: 2007

April - June 2006 Update: No update.

For More Information Contact: Mark Muriello, PANYNJ, Assistant Director (212) 435-4836 telephone, mmuriello@panynj.gov.

OHIO: Northern Ohio Freight Efficiency Study

Truck use on the Ohio Turnpike is low relative to total truck travel in the corridor that encompasses both the turnpike and many parallel arterial roadways. Recent expansion of the turnpike has left it underutilized. By contrast, parallel State routes are more congested, and some of these routes carry 30-50 percent trucks.

Studies show a link between arterial congestion and the turnpike tolls. One study found that 70 percent of truck drivers using an arterial roadway through one town do so to avoid a turnpike toll. Local government officials have been pressuring the State to build bypass roadways around their towns. The estimated cost to construct all requested bypasses would exceed \$100 million. This study will explore turnpike truck toll discounts as an alternative to, or at least a means to reduce the need for, construction of bypasses.

Project goals are to identify whether value pricing can attract traffic from parallel routes onto the turnpike, and to develop and recommend a pricing strategy to encourage trucks to use the less congested Ohio Turnpike. The project includes substantial public outreach and participation by government and non-governmental organizations. A pricing structure will be developed to alleviate truck-caused arterial roadway congestion with no or minimal construction of new bypass routes and without substantially increasing turnpike congestion.

Project Closed: ODOT used state funds to implement a discount toll program and decided to withdraw from the Value Pricing Program.

For More Information Contact: Howard Wood, Ohio Department of Transportation,
(614) 466-2255, howard.wood@dot.state.oh.us.

PENNSYLVANIA: Variable Tolls on the Pennsylvania Turnpike

The project has involved a study of the potential for value pricing strategies to alleviate congestion; to facilitate the timely, efficient, and economical movement of commercial vehicles to industrial and commercial destinations; and to improve the movement of daily commuter vehicles to and from the workplace. Concurrent with the value pricing study, the Pennsylvania Turnpike Commission (PTC) has implemented electronic toll collection (E-ZPass) for travel between the ticket interchanges on its mainline system. The PTC is currently equipping additional lanes with E-ZPass, which would facilitate the implementation of variable tolls should the Commission decide to do so. This work has been accomplished without federal funds.

Meanwhile, the marketing and growth of E-ZPass usage has temporarily alleviated much of the congestion previously being experienced in the Philadelphia and Pittsburgh urbanized areas served by the Turnpike.

Study Complete: The Summary Final report can be accessed at:

[http://knowledge.fhwa.dot.gov/cops/hcx.nsf/All+Documents/750C4F311CB4924A85256DC500657FE0/\\$FILE/Summary%20PA%20Turnpike%20Final%20Report.pdf](http://knowledge.fhwa.dot.gov/cops/hcx.nsf/All+Documents/750C4F311CB4924A85256DC500657FE0/$FILE/Summary%20PA%20Turnpike%20Final%20Report.pdf)

For More Information Contact: Robert J. Smith, Director of Finance, PA Turnpike; phone (717) 939-9551, x 2432, rsmith@paturndpike.com, or George L. Hannon, Special Assistant, PA Turnpike, (717) 939-9551, x 5124, ghannon@paturndpike.com.

USAGE-BASED VEHICLE CHARGES

CALIFORNIA: Car Sharing in the City of San Francisco

City CarShare is the nation's only non-profit, fully automated car-sharing program. It is located throughout the City of San Francisco, and expanding rapidly throughout the Bay Area. Prior to the end of the study, there were 2,700 members sharing 80 vehicles, located in the cities of San Francisco, Oakland, Berkeley, Palo Alto, and Mountain View, and at twelve Bay Area Rapid Transit stations. Surveys of members and a comparable group of non-members (located in similar neighborhoods, but without convenient car sharing) suggest a decrease in driving from members, reduction in gasoline consumption and emissions, and sizable dollar and travel time savings, suggesting that cars were used to replace some of the least convenient off-peak transit trips. Future surveys will seek to identify how vehicle ownership and residential location choices, when combined with the availability of car sharing, affect travel patterns.

Study Complete: Existing reports prepared by Prof. Robert Cervero are available on FHWA's Community of Practice website at:

<http://knowledge.fhwa.dot.gov/cops/hcx.nsf/home?openform&Group=Value%20Pricing&tab=REFERENCEBYALPHA> click on the project name. Final report by Dr. Cervero expected no later than Spring 2006.

For More Information Contact: Larry Magid, Executive Director; phone 415.995.8588 x305, email larry@citycarshare.org; www.citycarshare.org

GEORGIA: Simulation of Pricing on Atlanta's Interstate System

This test will assess the effects of converting fixed automotive insurance costs into variable driving costs. The research is monitoring one full year of baseline travel activity for approximately 285 participating households. Approximately 500 vehicles in these households are equipped with instrumentation that monitors the second-by-second vehicle speed and position for every trip. Travel diaries and employer commute options surveys were also collected from each participating household and employer (as well as from a control group). In Phase II of the study, the impact of mileage-based insurance incentives will be examined. Households that reduce their household miles of travel will receive quarterly insurance rebates in accordance with their mileage-based rate schedule (annual insurance premium divided by baseline mileage). Households that continue their pre-existing driving patterns or increase travel will not be penalized. In Phase III, risk-based incentives (insurance rebates as a function of where, when, and how the vehicles are driven) will be examined. The research team will monitor the changes in driving patterns and will use statistical analyses of household characteristics, vehicle travel, and relevant employer survey data (parking costs, transit accessibility, etc.) to examine the relationships between the incentives offered and subsequent travel behavior changes. Phases II and III will provide extensive data for the first time on how commuters respond to various types of pricing policies. This will allow evaluation of the impacts of pricing policies on travel behavior, and will provide data from real-world experience to improve the ability of regional travel demand models to estimate the impacts of various types of pricing alternatives.

Pre-Implementation Funds Awarded: 2001

Anticipated Completion Date: 2007

January - March 2006 Update: The project team has completed initial mileage and incentive calculations for the second quarter of the Phase II initiative (January - March 2006). In January, after performing a complete QA/QC analysis of both baseline and current month travel for each household and each vehicle, we determined that complete mileage information was available for 89 households.

In the last reporting period, the team identified large VMT reduction in the first quarter of the pricing period.

The team will continue to implement the standard cent/mile pricing at 15 cents/mile over the next three months and is currently preparing to implement the real-time congestion pricing program this summer. Case study analysis of the Phase II data will continue for the next six months.

For More Information Contact: Randall Guensler, Georgia Institute of Technology;
Phone 404-894-0405, randall.guensler@ce.gatech.edu.

MINNESOTA: Variabilization of Fixed Auto Costs

The Minnesota Department of Transportation and its consultant team led by Cambridge Systematics have begun a demonstration of how drivers change their travel behavior when some of the fixed costs of owning and operating a vehicle are converted to variable costs. The pilot project simulates conversion of vehicle lease or insurance pricing from traditional fixed payments to payments based on actual miles driven. This demonstration is expected to help lease companies consider structuring incentives to reduce miles driven over the life of the lease, thus improving the resale value of vehicles, and to help insurance companies better understand the mileage-based insurance market.

The Minnesota Department of Transportation and its consultant team led by Cambridge Systematics are continuing the demonstration of how drivers change their travel behavior when some of the fixed costs of owning and operating a vehicle are converted to variable costs. The pilot project simulates conversion of vehicle lease or insurance pricing from traditional fixed payments to payments based on actual miles driven. This demonstration is expected to help lease companies consider structuring incentives to reduce miles driven over the life of the lease, thus improving the resale value of vehicles, and to help insurance companies better understand the mileage based insurance market.

Study Complete: The study was completed in November 2005

April- June 2006 Update: Final reports have been prepared and accepted by the project advisory committee. Part I is titled “Pay-As-You-Drive Experiment Finding” and Part II is titled “Potential Public Policy Implications of Pay-As-You Drive Leasing and Insurance Products.” Results of the demonstration were reported to the Transportation Research Forum at New York University in late March.

For More Information Contact: Kenneth R. Buckeye, Mn/DOT, ph: 651.296.1606, Fax: 651.215.0443, E-mail: kenneth.buckeye@dot.state.mn.us; Jeffrey Buxbaum, Cambridge Systematics, Inc. 617.354.0167, E-mail: jbuxbaum@camsys.com.

OREGON: Mileage-Based Road User Fee Evaluation

Road User Fee Task Force. Under a mandate from the Oregon State Legislature, the Road User Fee Task Force (RUFTF) has examined various revenue raising alternatives for replacing the fuels tax as the primary source of revenues for Oregon's roads. The Oregon Department of Transportation (ODOT) is administering the task force. The driving motivation behind this effort is concern over the steadily eroding purchasing power of the fuels tax, a phenomenon resulting from: a) the fact that the fuels tax is not indexed for inflation; b) a general reluctance on the part of voters to approve periodic increases in the tax rate; and c) continued increases in the fuel efficiency of new vehicles, especially hybrids and alternative-fuel vehicles. Given these issues, the Legislature asked the task force to evaluate the potential of alternate strategies to replace the fuels tax, focusing in particular on technical strategies for implementing a mileage-based charge and congestion pricing. The Oregon Department of Transportation (ODOT) will soon test the mileage-based fee and area pricing in a pilot program.

ODOT Road User Fee Pilot Program. ODOT is conducting a test designed to demonstrate the feasibility of area-wide, mileage-based road user fees as well as congestion pricing. The pilot test is designed to demonstrate the technical and administrative feasibility of implementing an electronic collection system for mileage-based user fees and congestion tolls. The on-board technology was demonstrated in May of 2004. According to the current schedule, 20 trial vehicles will be equipped with the on-board devices in fall of 2005. In the spring 2006, after verifying successful functionality, 280 trial participants in Portland, Oregon, will have the on-board equipment added to their vehicles. For a period of one year, participants will pay distance charges rather than the fuels tax (when they fill up at the station, the fuels tax will be deducted from the bill and the mileage charge will be added).

At the conclusion of the study, ODOT expects to have demonstrated the feasibility of both mileage-based user fees and congestion pricing. ODOT intends to draft model legislation that will enable the Oregon State Legislature to consider adopting these programs on a state-wide basis beginning in 2007.

Pre-Implementation Funds Awarded: 2002 Implementation Funds Awarded:
2004 Anticipated Completion Date: 2007

April -June 2006 Update: During the second quarter of 2006, ODOT completed recruiting and training 260 participants for the study. All on board equipment was installed on all vehicles and all equipment was installed at all both participating service stations. Mileage is now being counted electronically during the fueling transactions as planned. Administration systems are in place and startup technical malfunctions have been addressed.

Website: www.oregon.gov/ODOT/HWY/OIPP/ruftf.shtml

For More Information Contact: Mr. James M. Whitty, at 503-986-4284,
jim.whitty@odot.state.us or Betsy Imholt, at 503-986-4077,
betsy.imholt@odot.state.or.us.

WASHINGTON: Global Positioning System (GPS) Based Pricing in the Puget Sound Region

In this pilot, meters will be placed in the vehicles of voluntary participants. Different prices per mile will be imposed depending upon the location and time of travel. Drivers will be made aware of the pricing both through maps and other printed material, as well as a real-time read-out on the in-vehicle meter. By relying on “In-Vehicle Meters,” the need for expensive wayside antennae is eliminated, and even arterial roads can be priced cost-effectively. At the start of the pilot, participants will receive a billing account with a positive cash balance. Any cumulative in-vehicle meter charges will be debited against this balance. Any funds remaining in the account at the end of the pilot may be kept by the participants. This “hold-harmless” study design gives participants the opportunity to participate without committing their own funds, yet gives them the incentive to adjust their driving behavior so as to enjoy the surplus remaining in the account at the end of the experiment.

Pre-Implementation Funds Awarded: 2002
2005

Implementation Funds Awarded:

Anticipated Completion Date: 2008

January – March 2006 Update: Pre-toll data collection operations for the project began in February 2005. Toll operations began on July 1, 2005 and were completed on March 31, 2006. All the technical systems for the project were fully operational over the course of data collection. Web-based participant accounts were established, and the user interface successfully provided access to household-level travel information, account balance, invoices, and customer support. Toll values were displayed in the participant on-board-units along with the name of the road being tolled. Toll maps and tariff model graphics were provided to participants in printed format as well as on the web page. The tolling phase of the project has been completed and no major problems were encountered. Over the next few months the analytical team will be performing preliminary analysis on the data collected to date. Also the project team will begin processing participant payment and conduct some qualitative research relating to participant experiences and perceptions.

For More Information Contact: Matthew Kitchen, Puget Sound Regional Council; 1011 Western Avenue, Suite 500, Seattle, WA 98104-1035; 206.464.6196; mkitchen@psrc.org.

“CASH-OUT” STRATEGIES

WASHINGTON: Parking Cash-Out and Pricing in King County

The King County Parking Cash Out demonstration project was designed to implement Parking Cash Out and other parking management strategies in downtown high-rises in cooperation with building owners and employers. The purpose was to provide building owners or managers with incentives to shift existing parking supply to carpool, vanpool, or short-term parking; and to reduce the supply and increase the cost of single-occupant monthly vehicle parking. Unfortunately, the serious downturn in the Seattle economy has stalled implementation. However, preliminary results indicate that for the 167 employees offered Parking Cash Out thus far, 17 (over 10 percent) took the cash in lieu of the parking, resulting in an annualized reduction of over 82,000 vehicle miles traveled.

Study Completed 2004. The final report can be accessed the FHWA Highway Community Exchange Website at:

<http://knowledge.fhwa.dot.gov/cops/hcx.nsf/384aefcefc48229e85256a71004b24e0/a19c77018189d09f85256dba0063d8f4?OpenDocument>

For More Information Contact: Kathy Koss, King County Metro; 206.684.1649, fax: 206.684.2058, Kathy.Koss@metrokc.gov; 400 Yesler Way, M.S. YES-TR-0600, Seattle, WA 98104.

WASHINGTON: Cash-Out of Cars in King County

The *Way to Go, Seattle!* "One-Less-Car Demonstration Study" asks households to use one less car and keep daily records of how they got around. Households were provided with information on how much their car actually costs to own and operate, as well as information on how to get around by biking, busing, and walking. Participant households are provided with a weekly study stipend during this time to simulate the financial savings they would realize if they were to actually sell one of their cars (the national average cost of owning/operating a second car is \$85 per week). Daily records, odometer readings, and anecdotal stories are analyzed to document costs and to understand whether or not households made significant behavior changes such as consolidating trips, carpooling, taking transit, biking, or walking.

The eighty-six participant households reduced total miles driven by 41,463, or an average of 1,974 miles not driven per week. Likewise, participants collectively saved a total of 8,003 fewer car trips, or an average of 381 fewer trips per week. Finally, the eighty-six households reduced total CO₂ emissions by 30,198 pounds, or an average of 1,438 pounds per week. Additionally, 20 percent sold their "extra" car after participating in the study or during the selection process.

Study Complete: The Final Report with stand-alone Executive Summary, Replicability Package, and grant obligations is complete. 50 CD-Rom copies of the Replicability Package disc were duplicated. Arrangements were also made to post all of the Replicability Package documents on the project webpage (www.seattle.gov/waytogo).

A pilot version of the "One Less Car Challenge" was launched in September 2003. The Challenge was based on the results of the Demonstration Study that showed that many types of households from all over Seattle were able to reduce drive-alone car trips, and the accompanying mileage and emissions, when given information about 1) the availability multi-modal transportation choices and 2) the actual costs of owning and operating their second (and in some cases their primary) car.

For More Information Contact: Ms. Jemae Hoffman, Mobility Manager for the Policy, Planning, and Major Projects Division of Seattle Department of Transportation; Phone: 206/684-8674; Fax: 206/684-5180; Email: jemae.hoffman@seattle.gov or visit www.seattle.gov/waytogo.

REGIONAL PRICING INITIATIVES

FLORIDA: Sharing of Technology on Pricing

The Federal Highway Administration, the Organization for Economic Cooperation and Development (OECD), the Transportation Research Board (TRB), and the Florida Department of Transportation collaborated in sponsoring an international symposium to set the stage for consideration of wider implementation of innovative pricing strategies to meet congestion relief, emission reduction, and fiscal objectives. The symposium assembled key pricing experts from across the U.S. and overseas and provided a unique opportunity to synthesize the lessons learned about pricing policies throughout the world. It generated a greater understanding of economic, institutional, and administrative issues and concerns relating to pricing strategies, and is expected to provide invaluable impetus for broader consideration of value pricing strategies throughout the U.S.

Study Complete: The symposium was held in Florida at the [Sonesta Beach Hotel Key Biscayne, Key Biscayne, Florida on November 19–22, 2003](#). It explored U.S. and international applications of road pricing strategies in different governmental and socio-economic settings. Case studies from the United States, Europe, and Asia were the principal focus of the symposium. An international group of participants discussed the rationale and motivations for implementing pricing; factors affecting the political and public acceptance of pricing strategies; the use of pricing revenues; and project outcomes. Drawing on papers, presentations, and symposium discussions, the TRB Steering committee evaluated the current state of practice, assessed future directions and opportunities, and identified research and information needs.

The final report can be accessed on FHWA's Highway Community Exchange Website at: <http://knowledge.fhwa.dot.gov/cops/hcx.nsf/384aefcefc48229e85256a71004b24e0/9c1501c3320f3fe485257067004941e3?OpenDocument>

GEORGIA: GA-400 Variable Pricing Institutional Study in Atlanta

This is a new project. The State Road and Toll Authority will study the institutional challenges and feasibility of moving from a fixed-priced toll to a variably priced toll system using GA-400 as a case study. The major tasks of the proposal include thorough examination of the Toll Authority's internal processes and procedures; legal, contractual & bond covenants; conceptual traffic & revenue forecasts necessary to meet financial obligations; and development of an implementation plan. The study will produce reports identifying key issues as well as model documents for other toll authorities considering similar conversions. The study will identify issues facing toll authorities considering changing from a fixed toll to a variable toll policy, as well as develop model documents. The original proposal is attached.

Pre-Implementation Study Awarded: January 2006 ***Anticipated Completion Date:*** 2008

January – March 2006 Update: The Study team is working with the Georgia Department of Transportation and the Federal Highway Administration's Georgia Division Office to secure and encumber the funding made available in January. Draft requests for proposals have been developed and are awaiting funding and process approvals before released.

Next Steps: Release a RFP for the study in June and give notice to proceed before August 2006.

For More Information Contact: Erik Steavens, State Road and Tollway Authority, (404) 893-6139 esteavens@georgiatolls.com

MARYLAND: Feasibility of Value Pricing

In the 2001 legislative session, the Maryland General Assembly directed the Maryland Department of Transportation (MDOT) to examine the potential for variable pricing strategies in highway project planning; and include such strategies in metropolitan and statewide transportation planning to boost transportation efficiency and equity, expand travel choices, and reduce emissions. In June 2001, former Governor Parris N. Glendening decided to remove consideration of High Occupancy Toll (HOT) lanes from Maryland transportation plans. The former Governor's decision was based on the perceived inequity of linking an easier commute with a person's ability to pay. However, in the fall of 2002, the former Governor's Office of Smart Growth initiated a revised feasibility study of value pricing. The feasibility study will investigate and address equity issues that arose during the previous project, using the concept of "credits" (as in FAIR lanes) and smart card technology. The revised study scope includes developing initial alternatives, appraising new technology, developing a plan for public outreach, defining a concept test plan, and devising an implementation plan and evaluation process.

Pre-Implementation Funds Awarded: 1999

Study Amended: 2005

Anticipated Completion Date: 2007

April – June Update: No update provided since the second quarter of 2005

For More Information Contact: Maryland State Highway Administration. Phone

MINNESOTA: Project Development Outreach and Education

Previously, a 30-member task force of state legislators, mayors, and business, environmental and transportation leaders examined value pricing options in Minnesota and met regularly to develop support within the state to conduct a demonstration project. The task force completed its work in 2002. The objective of this project is to continue the work of the task force by developing local champions and educate the citizens of Minnesota to help bring about Value Pricing implementation projects in Minnesota. A visible group of local leaders will advocate value pricing in Minnesota and succeed in convincing doubters that pricing should be tested and implemented. The Humphrey Institute's project team will work with Mn/DOT Metro Division staff, Metropolitan Council transportation staff, and members of the Value Pricing Advisory Task Force to develop support for value pricing alternatives and specific projects. Specific activities will include examining the technical and political feasibility of alternative approaches, giving presentations to elected officials, transportation advocacy and other interest groups, and the formation of a local advocacy group for value pricing.

Study Complete: Final report will be available in October 2006.

April – June 2006 Update: Since the I-394 MnPASS Express Lane project opened in May 2005 the Humphrey Institute team has assisted Mn/DOT with public outreach and communication to anticipate and address issues as they emerge. The Humphrey Institute organizes periodic “Rethinking Transportation Finance” roundtables and workshops with Mn/DOT and the University of Minnesota’s Center for Transportation Studies to keep opinion leaders informed on value pricing and transportation finance issues.

The Humphrey Institute and NuStats, a national travel behavior survey firm, conducted the third phase of a three-part panel survey in May and June 2006 as part of the evaluation of the I-394 MnPASS project. The survey data is currently being compiled and analyzed. It will be released later this year.

The Humphrey Institute and Mn/DOT staff organized and conducted a series of updates on the I-394 MnPASS project for cities in the I-394 corridor during April and May. These briefings were well-received and leadership continued the commitment to involve and seek input from community leaders on the project. In addition, the Humphrey Institute submitted a commentary piece on the I-394 MnPASS project to community and neighborhood newspapers. The commentary was published in several of papers.

<http://www.downtownjournal.com/articles/2006/07/24/news/news04.txt>

The Humphrey Institute is now working with Mn/DOT and the Metropolitan Council on the next phase of value pricing outreach and education. This next phase focuses on how to integrate transit improvements in the current I-394 MnPASS project as well as Phase II of the I-394 project and future MnPASS corridors.

The Humphrey Institute continues to manage the Congestion Pricing (CON-PRIC) and Project Partners list serves, maintain the www.valuepricing.org web site, and conduct national outreach and education activities on pricing through TRB annual and mid-summer meetings.

For More Information Contact: Lee Munnich, Sr. Fellow and Director, State and Local Policy.
Phone 612 625-7357; Fax 612 626-9833; E-mail Lmunnich@umn.edu.

TEXAS: Regional Value Pricing Corridor Evaluation and Feasibility Study

The North Central Texas Council of Governments (NCTCOG), as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area, in cooperation with Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (The T), the Denton County Transportation Authority (DCTA), the North Texas Tollway Authority (NTTA), and the Texas Department of Transportation (TxDOT), initiated a review of value pricing concepts for applicability in the Dallas-Fort Worth Region. The regional study will establish criteria, policies, and procedures to identify potential candidates for short-term and long-term value pricing demonstration project, and study the applicability of value pricing concepts in existing corridors. The study will also propose potential managed facilities for the next metropolitan transportation plan. Additionally, the results of this study will be incorporated into the ongoing implementation approval and work processes for the IH-635/LBJ Major Investment Study and planning recommendations that include High-Occupancy Toll (HOT) Lanes/Value Pricing.

The North Central Texas Council of Governments (NCTCOG), as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area, in cooperation with Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (The T), the Denton County Transportation Authority (DCTA), the North Texas Tollway Authority (NTTA), and the Texas Department of Transportation (TxDOT), initiated a review of value pricing concepts for applicability in the Dallas-Fort Worth Region. The regional study will establish criteria, policies, and procedures to identify potential candidates for short-term and long-term value pricing demonstration project, and study the applicability of value pricing concepts in existing corridors. The study will also propose potential managed facilities for the next metropolitan transportation plan.

Study Complete: The public can view and download this study from NCTCOG's website at <http://www.nctcog.org/trans/mtp/valuepricing/index.asp>.

The 2005 Regional Value Pricing Corridor Evaluation and Feasibility Study is now complete. This study discusses the historical and current experiences of value pricing applications across the world. A guide as to how the Dallas-Fort Worth Region plans on evaluating candidate facilities for both short-term and long-term application is detailed. The criteria developed are then applied to determine the selection of a demonstration project in Dallas-Fort Worth Region. IH-30/The Tom Landry Freeway between the Dallas CBD and Arlington, Texas to the west was selected as the demonstration project.

For More Information Contact: Tim Young, North Central Texas Council of Governments; Phone 817-695-9288, tyoung@nctcog.org .

TEXAS: HOT Lane Network Evaluation in Houston

This project will examine Houston's six HOV lane facilities with a goal of developing a detailed implementation plan for a HOT lane network. This will include a plan to expand current HOT activities on Katy and Northwest Freeways and add tolling to the other four HOV lanes to develop an integrated network of HOT lanes. Plans are being developed to optimize the entire network of HOV lanes on Houston using value pricing, to provide the maximum benefits for Houston travelers through reduced congestion and delays. This project will potentially lead to implementation of a HOT network in Houston, TX.

Pre-Implementation Funds Awarded: 2004

Anticipated Completion: 2007

April- June 2006 Update: Work is underway to secure a Interagency Contract with the Texas Transportation Institute. The contract should be secured by early next quarter with a kickoff meeting to be held in August. Expected completion has been moved to August 2008.

For More Information Contact: David E. Fink, Texas Department of Transportation,
6922 Old Katy Rd., Houston, TX 77024; Phone 713/881-3063,
dfink1@houstontranstar.org.

VIRGINIA: Regional Network of Value Priced Lanes

In FY 2003, the Virginia Department of Transportation (VDOT) received \$500,741 to study HOT lanes specifically on I-495 and research on an effective public education campaign. The purpose of that project was to evaluate potential value pricing options that could be used as tools to manage travel demand in the region and reduce the need for vehicle use. This project differs in that the Transportation Planning Board is looking to study a regional network of value priced lanes for Northern Virginia, Suburban Maryland, and the District of Columbia. Tasks include reviewing forecast demand, revenue, costs and transit viability and how they would compare across the regional network; examining value pricing for new and existing general purpose lanes, HOV lanes, and the Potomac River Crossings; and analyzing new corridors not included in the Regional Mobility Accessibility Study (RMAS). This study could provide valuable information on obstacles to creating a priced regional network throughout two states and the District of Columbia. Also, it may provide valuable information on converting existing general-purpose lanes to tolled lanes. A copy of the original proposal submitted is attached.

Pre-Implementation Study: Awarded January 2006

April – June 2006 Update: Executed Cooperative Agreement

For more information contact: Wendy Klancher, Metropolitan Washington Council of Governments; wklancher@mwkog.org (202) 962-3321

VIRGINIA: Value Pricing for the Northern Virginia and Hampton Roads Regions

Although the emphasis of the project is on Northern Virginia, the effort will essentially consist of two regional studies with strong outreach and education components. The initial tasks will focus on determining the corridors for which value pricing holds the greatest potential to improve regional mobility. Later tasks will include detailed analyses of those corridors.

Both regions currently have extensive networks of HOV lanes as well as transit services. Northern Virginia is considered to have some of the most successful HOV lanes in the country. In some corridors, however, HOV lanes currently operate with excess capacity and could potentially be candidates for value pricing.

While all corridors are open to consideration at this stage, the Capital Beltway (I-495) will receive particular attention in light of the recent submittal and VDOT's consideration of a proposal to implement HOT lanes on I-495 under Virginia's Public Private Transportation Act.

This study will focus a significant amount of effort in educating the public about pricing. It is recognized that an effective public outreach component is integral to successfully implementing pricing.

This study will ultimately lead to recommendations for potential implementation of value pricing concepts across the Northern Virginia metropolitan area and the Hampton Roads region.

Pre-Implementation Funds Awarded: 2003

Anticipated Completion Date: 2006

April – June 2006 Update: The current scope of VDOT's cooperative Value Pricing Pilot Program (VPPP) agreement with FHWA encompasses both Northern Virginia and Hampton Roads. The main objective of the pilot program grant is to develop a framework within which value pricing concepts and project proposals can be evaluated for their potential contribution to achieving maximum efficiency of the transportation network. Study results will assist in making recommendations for pre-project and potential implementation of value pricing concepts across the Hampton Roads region. The Virginia General Assembly considered legislation in their most recent session that would have an impact on implementing value pricing strategies in the Hampton Roads region. No legislation was enacted, but a "Special Session" of the General Assembly dealing with Transportation Issues is expected before the end of the year. Due to potential political concerns, our progress on this project has been delayed.

In an attempt to strategize opportunities and define the direction for VPPP efforts in Hampton Roads, several discussions and meetings have been conducted with the Transportation and Mobility Planning Division (TMPD), Hampton Roads District, FHWA, and the Hampton Roads Planning District Commission (HRPDC). We are preparing an RFP to solicit consultant bids for conducting focus group meetings with a cross section of the population in the Hampton Roads region this fall. Activities have also been initiated toward establishing a one-stop-shop website coordinated with VDOT and the HRPDC to provide information for the public. VDOT is also establishing an in-house multi-disciplinary team to establish a chain of control and responsibility for VP efforts from inception through implementation and maintenance.

For more information contact: Marsha C. Fiol, Virginia Department of Transportation, 804-786-2985, Marsha.Fiol@VDOT.Virginia.gov

TRUCK ONLY TOLL LANES

GEORGIA: Northwest Truck Tollway

The study will examine a truck-only toll facility extending from Georgia State Route 21 near I-95 to I-16 at the intersection of I-516 (Savannah, GA). This project was proposed in cooperation with the State Road Tollway Authority, the Georgia Department of Transportation, the Georgia Ports Authority, the Chatham County-Savannah Metropolitan Planning Commission, and the Chatham Urban Transportation Study (CUTS) –which is the metropolitan planning organization for the region. The study will do the following: initiate a peer-to-peer exchange; conduct market research on potential for truck-only toll facilities; develop additional data on truck travel; refine the travel model related to truck travel; examine options for selling additional capacity to other modes (Single Occupant Vehicle, High Occupant Vehicle, Transit, etc.); examine use of revenues; and other activities.

This proposal will expand the knowledge base on truck-only tolls, including market research. It may potentially lead to the implementation of a truck-only toll application in the United States. A copy of the original proposal submitted is attached.

Pre-Implementation Study Awarded: January 2006 ***Anticipated Completion Date:*** 2008

April - June 2006 Update: The Study team worked with the Georgia Department of Transportation and the Federal Highway Administration's Georgia Division Office to execute a Cooperative Agreement. Efforts are underway to secure and encumber the funding made available in January. Draft requests for proposals have been developed and are awaiting funding and process approvals before being released.

Next Steps: Release a RFP for the study and give notice to proceed before August 2006.

For More Information Contact: David Weir, State Road and Tollway Authority, 404-893-6126
dweir@georgiatolls.com

TEXAS: Truck Traffic Diversion Using Variable Tolls in Austin

This project will examine the use of value pricing to encourage truck traffic to divert from I-35 to a newly constructed, parallel toll facility. Because of the congestion on I-35, commercial trucks may be more willing to shift to the alternate facility that is a toll facility. Additionally, the project will examine methods to encourage route shift and time-of-travel shifting. When completed in 2007, Phase 1 of SH 130 will stretch from just north of Georgetown, Texas to US 183 near the Austin-Bergstrom International Airport. This 49-mile tolled highway will be a four-lane divided facility with major interchanges at I-35, US 79, SH 45 North, US 290 and SH 71. Subsequent phases of the project will connect the road to I-10 north of San Antonio.

This project will evaluate value pricing applications for truck traffic from I-35 to SH 130 by utilizing variable tolls on SH 130. Surveys will measure truckers' willingness to pay, in order to determine price elasticity of demand for the new toll road. The potential for credits to encourage use at off-peak times to alter the time of day for truck travel will also be investigated. Diversion rates for trucks from I-35 to SH 130 will be developed for various toll scenarios. TxDOT has contacted the American Trucking Association (ATA) and has developed a plan to involve the trucking community in the study. Additionally, the study will produce market research related to truck tolling from both international and US trucking interests. The original proposal submitted is attached.

Pre-Implementation Study: Awarded January 2006
Date: 2008

Anticipated Completion

April - June 2006 Update: Executed Cooperative Agreement

For More Information Contact: Wes Burford , Texas Department of Transportation,
wburfor@dot.state.tx.us